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INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT
CD NO.

50X1-HUM

COUNTRY Poland
SUBJECT Transportation - Water
HOW PUBLISHED Daily, weekly newspapers; quarterly periodical
WHERE PUBLISHED Denmark; Sweden; Poland
DATE PUBLISHED Apr - 4 Nov 1950
LANGUAGE Danish; Swedish; Polish

DATE OF INFORMATION 1950
DATE DIST. 3 Jan 1951
NO. OF PAGES 2
SUPPLEMENT TO REPORT NO.

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SOURCE Newspapers and periodical as indicated.

DENMARK, SWEDEN BUILD SHIPS FOR POLAND;
REPORT DELAYS IN LOADING POLISH COAL

DANES BUILD FRUIT SHIP -- Copenhagen, Børsen, 4 Nov 50

On 3 November, the Burmeister and Wain shipyard in Copenhagen launched a fruit ship of about 2,800 dead-weight tons for the Gdynia America Line. The ship, originally built for the Norwegians, was sold to the Polish line last year.

The new ship to be named Piast, is built as a closed shelter-decker with freeboard, and is reinforced for sailing in icy waters. It has four cargo rooms, and the refrigeration equipment is installed by Sabroe. The capacity of the cargo rooms is about 115,000 English cubic feet.

The vessel's engine can develop 4,200 installed horsepower, which will enable the ship to make 16.5 knots.

SWEDES LAUNCH POLISH TUG -- Stockholm, Svenska Dagbladet, 27 Oct 50

The Norrköping shipyard has launched the first of a series of four tugboats ordered by the Polish government.

COAL LOADING DELAYED IN POLISH PORTS -- Göteborg, Svensk Sjöfarts Tidning, 24 Aug 50

Considerable delay in the loading of bunker coal at Polish ports has been caused by the large number of vessels stopping there to take on fuel.

Göteborg, Svensk Sjöfarts Tidning, 31 Aug 50

The loading of coal and coke at Polish ports is still taking a considerably longer time than usual. It has reported taken 9 days to load 2,500 tons of coal aboard a vessel in Gdansk.

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COMPLETE NEW BUNKER STATION -- Bydgoszcz, Ilustrowany Kurier Polski, 2 Jul 50

A modern bunker station was activated in the Port of Szczecin on 28 June 1950. The station, accessible to ships of all sizes, is equipped with cranes, railroad sidings, scales, and storage space.

POLISH MERCHANT MARINE DOUBLES PREWAR TONNAGE -- Gdynia, Przegląd Morski, Apr/Jun 50

Poland's Merchant Marine has, at present, a tonnage of over 210,000 dead-weight tons, which is double that before the war. It has 14 regular lines serviced by over 20 ships and some tramp ships.

Before the war, Poland's passenger ship fleet was 50 percent of the entire fleet; at present, the M/S Batory is the only passenger ship Poland possesses. Poland does not require large expansion of the passenger fleet since the emigration from Poland has ended.

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